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## COLUMBIA BEATS THE GALLANT SHAMROCK

She Wins First Race By a Scant Half Minute.

BRITISH BOAT BEST IN WINDWARD

SECOND RACE DECLARED OFF WITH THE CHALLENGER IN FRONT.

Barr Outgenerals Sycamore—First Race The Most Marvellous Exhibition of Light Weather Sailing on Record—Britons Still Hope.

While the steamer Sierra was leaving the dock at San Francisco on October 3, Colonel George F. McLeod, of Honolulu, shouted through a megaphone a message to the effect that the fourth race between the Shamrock and Columbia was under way and that the latter was far in the lead. It was stated that the Shamrock started out ahead but was overtaken and passed, and that nothing except an accident could keep the Columbia from winning.

NEW YORK, Sept. 28.—In the closest and most stirring race ever sailed for the old America's cup, the white flyer Columbia today beat the British challenger over a windward and leeward course of thirty nautical miles by the narrowest breaking margin of thirty-nine seconds. She crossed the line thirty-seven seconds ahead, added to this the two seconds which she was behind at the start made her winning time thirty-nine seconds. As Lipton's latest aspirant for cup honors must allow the defender forty-three seconds on account of the extra 33 square feet of canvas in her sail area, the official record, under the rules, gives her the victory by one minute and twenty-two seconds.

A Superb Spectacle. As a spectacle the contest was superb. From the time the two sky-scraping racers crossed the starting line until they fled across the finish line four and a half hours later, the result was in doubt, and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical. So evenly matched were these two scientific racing machines that never after they started were the rival skippers out of each other's ball, and more than three-quarters of the time they were so close that Charlie Barr, who had the tiller aboard the Columbia, could have tossed a biscuit to Captain Sycamore on the Shamrock. For miles, as they beat their way to the outer mark, the black shadow of the Shamrock's huge topsail was painted on the big mainsail on the Columbia, and for an hour on the run home, with the yacht flying like a scud deer before the wind, they ran almost beam to beam, as if they had been harnessed together.

British Boat An Able Steep. As a result of today's race, though faith in the Columbia still remains in the hearts of the patriots, all the experts admit that the British boat is the ablest aloft ever sent to these waters to lift the 100-guinea cup which the old schooner America brought across the Atlantic fifty years ago.

Race in Detail. Thick fog and no wind gave a most discouraging outlook at dawn for good racing conditions. But the sun had not been above the horizon many minutes before the fog began to melt away.

When the two yachts were towed out to Sandy Hook lights there was a fine sailing breeze, blowing nine knots, from a little south of east, with a possible promise of becoming more southerly as the day progressed. The morning gun was fired at 10:55 o'clock, and at that time both yachts had worked to windward of the line, with the Shamrock now in the weather position. At the warning signal both yachts bore down and came to leeward. There the Columbia luffed sharply on the port tack, with the Shamrock close on her heels. At 10:58 o'clock the Columbia went on the starboard tack, this maneuver being repeated by her rival. The Shamrock luffed up to windward of the Columbia, and when the starting gun came with a splendid position and went over the line two seconds ahead of her rival and well placed in the windward berth. For once the doubter, Charlie Barr, had met his equal in the starting trick.

The Columbia tried in vain to work out through the lee of her opponent. Several short tacks were taken, but in spite of all efforts she could not clear. She was jammed under the lee of the challenger, a position not often occupied by the old defender. The Columbia, on the port tack, tried to cross the bows of the Shamrock, but in vain. The challenger, having the right of way, forced her about. In

stead of going under her rival's stern, the Columbia preferred the position under her lee bows, so long as she could get the wind free.

Shamrock's Good Lead.

At 11:40 o'clock the Shamrock had a good lead of nearly 300 yards. When the yachts were on the port tack they encountered a pretty hard sea. While on the starboard tack the sea smote them abeam. Not a tremor could be detected in the luffs of the sails of either racer. Both were handled to perfection. By several sharp tacks the Columbia again tried to work herself out of the leeward position. All efforts, however, were futile.

At 12:45 o'clock both boats, on the port tack, were heading for the outer mark, which on this occasion was the tug Edward F. Luckenbach, the raft which carried having failed to right itself when put overboard. The wind now was the freshest of the day. The Shamrock had a lead of at least 400 yards, and as she approached the mark it was seen that she had handsomely beaten the old defender in the windward work. She turned in excellent style, and with main boom square off to port, the spinnaker boom was lowered to starboard. The Columbia made an equally good turn. The official time at the mark was:

Shamrock 1:25:12  
Columbia 1:25:53

The Shamrock in the beat to windward had thus gained thirty-nine seconds. She had beaten the Columbia for the first time, but had not overcome the handicap of forty-three seconds time allowance, which, under the rules of the New York Yacht Club, she was compelled to concede. There was considerable delay in setting spinnakers, the Shamrock waiting apparently for the Columbia, and luffing out in order to prevent a blanket. Finally, at 1:37, the Columbia broke out her spinnaker and at the same time a tremendous balloon jib. Shamrock smartly followed suit. In the heavy roll of the sea, which was now on the port quarter of the two boats, the main booms trailed in the water as they lurched to leeward. These were taut up clear of the sea, thereby spelling somewhat the set of the mainsails.

Columbia Crawls Up.

The stern chase is a long chase, but slowly the old Columbia crawled up the line. At 2:10 the Shamrock was abeam, and half a minute later was the leading boat. Slowly she still crept, and at 2:14 was all of half a length ahead. From that time on to the finish line she kept in the lead. The wind was now dropping, but in spite of her much larger sail plan the Shamrock could not prevent the slower boat from gaining on her. For nearly an hour the race continued, without further event. Then, at 3:15, the wind freshened slightly, filling out the immense sails of the Shamrock.

The Shamrock's captain placed his boat in such a position that he effected a tack out of the wind of his rival, and as the breeze increased the English yacht drew up on the defender. Now she was only a half-length behind. Now she was on nearly even terms, and it became a matter of doubt as to which boat would reach the finish line less than a mile away. It was the most exciting moment in the whole race. On board the two boats the feeling was intense. The crews of both were massed at the stern, and with every inch of canvas drawing the yachts slipped toward the finish line.

The Columbia Wins.

The Columbia finally got her wind free again rapidly, opened up her wind on the challenger, and a lead that she left the result no longer in doubt. She crossed the line a winner, not only on time allowance, but boat for boat.

Columbia, Shamrock.  
Start 11:00:16 11:00:14  
Outer mark 1:25:53 1:25:12  
Finish 3:31:23 3:31:53  
Elapsed 4:31:07 4:31:41  
Corrected 4:30:22 4:31:44  
The next race will be over a triangular course, ten miles to a leg, and will be sailed next Thursday.

Gloom in Britain.

LONDON, Sept. 28.—The London crowds began to watch the bulletin boards, colored bombs and variegated flashlights without much hope of the challenger winning, but when it was announced that the Shamrock was ahead at the turn of the outer mark, the immense assemblages at the Crystal Palace and Alexandra Palace and on the Thames embankment became surprisingly cheerful, but when, shortly after the turn, red fires and red rockets suddenly announced that the Columbia was leading and later that she had won, the amazed multitudes stood silent. Here and there was a wild American screech and a few groans and hisses, and then the disgruntled crowds slowly broke up.

Second Race Fails.

NEW YORK, Oct. 1.—The Columbia and Shamrock II tried today to win the second international race for the America's cup and both failed miserably. After the first hour of the race, which was little more than a drifting match, the Shamrock led, and when the race was called off, when the second leg of the triangular course of thirty miles was half-covered, the Irish boat led by nearly half a mile. Although the Shamrock was well ahead when the time limit expired, the partisans of the Irish boat found little in that fact to comfort them.

There can be no question that, in the light of today's race, the Shamrock showed her superiority in very light airs.

## PROGRESS OF SCHLEY SAMPSON INQUIRY

Latest Happenings in Sensational Naval Inquiry.

ADMIRAL EVANS GIVES TESTIMONY

COMMANDER OF IOWA CLEARS UP SEVERAL DOUBTFUL POINTS.

Captain McCalla Gives Important Evidence—Practically Exonerates Schley From Charge of Dereliction of Duty at Santiago.

WASHINGTON, Sept. 28.—The developments in the Schley court of inquiry today were startling. The elaborate pre-arranged testimony of the principal witness under judicial cross-examination and with the judge advocate's case almost completed there were evidences of total collapse among several of the lines upon which Schley's alleged reprehensibility was to have been proven, and the propriety of the retrograde movement is apparently the only one of the ten specifications the judge advocate now with any confidence relies upon establishing.

Captain McCalla, under examination of Schley's counsel at the morning session, created a profound sensation by statements which practically exonerated Schley from dereliction at Cienfuegos, and from the charges that he maintained an ineffective blockade at Santiago, and he contributed most impressively to the Schley contention that failure to execute indirect orders was not disobedience.

Captain McCalla denied most positively and minutely the aspersion made by Sampson and reiterated by many officers, that the flying squadron retired twenty-five miles off the harbor of Santiago every night. He was on picket duty within two miles of the entrance each night, and the larger ships were never over two miles beyond him. The blockade was closer by night than by day. This confirmed Rear Admiral Higginson's testimony and denied that of Commander Harber of the Texas.

Captain McCalla also showed that he communicated officially to Sampson's chief of staff and therefore conclusively refuted the charge that he had arranged with the insurgents at Cienfuegos, and this in a few hours after the flying squadron left Key West; yet frequent dispatches to Schley, sent nearly every day thereafter, did not mention this important matter, but a few weeks later he sought to account for his silence by eating with the insurgents on reaching Cienfuegos.

The greatest point yet scored by counsel for Schley was the judge advocate's own witnesses related to the failure of McCalla himself to inform Schley of the conditions at Cienfuegos, when he met the squadron on its way to the south coast of Cuba to take the place of his own little fleet. He explained how he ordered the Eagle to do this, and Lieutenant Commander Sutherland, commander of the Eagle, took the stand to corroborate his immediate superior. The outcome of his testimony on this point was surprising to himself as well as disheartening to the judge advocate.

After he related with minute detail, which indicated a marvelous memory, his report through the megaphone to the commander of the Scorpion, scout of the flying squadron, the log of the Scorpion was produced and every statement of the witness was verified, except the essential one about communicating with the insurgents.

The impeachment of the reliability of the witness' memory as to his communication seemed to be complete, and was evidently so regarded by the members of the court.

McCalla, frankly admitting that he obeyed the orders of the Navy Department in failing to leave a small fast vessel behind at Cienfuegos to watch the port when his fleet was hurriedly withdrawn to save it from possible destruction by Cervera's fleet and it never occurred to him that Schley was hurried to the south coast to take his place with the heavier ships of the flying squadron.

It afterward appeared that if he had left a scout on watch Schley would have learned instantly on reaching Cienfuegos that the enemy was there, and one of the most exasperating uncertainties of the campaign would thus have been easily obviated.

Another significant fact was secured from Captain McCalla as to the conference of captains on board the Brooklyn at the commencement of the Santiago blockade, to the effect that Schley arranged for a division of the fire from his ships on the Spanish cruisers if they tried to come out. The judge advocate showed by Lieutenant Barnes of the Navigation Bureau that Schley's cable dispatch regretting his inability to remain off Santiago was printed in the official record of the Navy Department just as it was received by his department. This translation varies in number of particulars from the original delivered by Schley to Captain Cotton of the Harvard and he put in cipher and sent from Washington. The cipher, as Captain Cotton's letter book and it is now a question between Schley and Cotton as to who changed the message. The original message has not been found at the Navy Department.

ADMIRAL EVANS GIVES HIS TESTIMONY

NEW YORK, Sept. 30.—A special to the Tribune from Washington says: Both sessions of the Naval Court of Inquiry today were devoted in the main to two witnesses, who were closely cross-examined. They were Commander Charles D. Sigsbee, who commanded the Vixen, the principal dispatch boat and scout of the flying squadron, and Lieutenant Doyle, who commanded the two waist turrets of the Brooklyn. They each detailed the main incidents that took place between the departure from Key West and the surrender of the Colon, but from different points of view and in a great degree their recollections of general matters led them to repeat a lot of testimony already given by other officers.

patches from Sampson to Schley which Schley claimed he never got. Evans explained today that he did not deliver them in person when he got to Cienfuegos because he had injured his right arm on the voyage and it was bandaged to his side. He entrusted the envelope to his executive officer, Commander Raymond Rodgers, who went to the Brooklyn and presumably delivered it. Evans admitted that Chadwick gave him the code for communication with the insurgents at Cienfuegos before he left Key West, but he supposed Schley also knew it. It never occurred to him that Schley and all the captains of the squadron did not know all about it, notwithstanding Schley's signal to the fleet that Cervera was thought, for several reasons, to be in the harbor of Cienfuegos.

He did not regard the attack on the Colon as at all serious, and saw no reason why the reconnaissance could not have been safely made at much less range. His description of the Colon incident drew plenty of new light on that article of the precept, and his description of the Brooklyn's loop and its effects, as well as of the part the Brooklyn subsequently took in the chase of the Colon on July 3d, was extremely entertaining, if not strictly germane to the subject. He declared that the chart of the navigation showed the positions and periods of the battle of July 3d to be all wrong, modifying this characterization by leaving out the word "all." As showing the relations existing between himself and Schley, Evans told how he went aboard the Brooklyn two days after the battle, and as he entered the cabin the Commodore patted him on the shoulder and said:

"Bobby I am just writing my report, and I'm saying you handled your ship with consummate skill."

Another witness today was Captain Jewell of the scout Minneapolis, who did not give information to the flying squadron warranting the belief that the Spanish fleet was not in Santiago harbor, and who had never been asked for information on the subject.

The remaining witness was Captain Miller of the Merrimac, who said he was unfortunately detached from his vessel at the entrance to Santiago harbor, and so lost all his private records and signal books. Captain Sigsbee was the chief feature tomorrow after the completion of Admiral Evans' cross-examination, which is expected to be severe.

## GOVERNMENT WITNESSES ARE FAVORABLE TO SCHLEY

NEW YORK, Oct. 1.—Rear-Admiral Schley fared better before the naval court of inquiry today than at any of the previous sessions, his counsel turning several incidents in his favor during the cross-examination of the witnesses. He succeeded in divesting at least two items of the precept of their serious damage.

First, he proved that the discrepancies between the charts and reports and testimony with indecisive results. In addition to the criticisms of the commander, which he made yesterday, Admiral Evans explicitly denied several statements ascribed to him as having been made to Commodore Schley in the Brooklyn when the latter was in the Spanish fleet. He admitted that he was anxious about coaling his ship off Santiago and that the blockade was farther off than he had intended to keep it, but he admitted that he was not the judge advocate for the day on account of Captain Lemley's bereavement.

He produced the first civilian witness who said that as the guardians of the health of the insane prisoners in the asylum, it was the duty of the Board to see that the annoyance was stopped. He had been informed that the present supply of rock would last the crusher only a few days and that when it was exhausted the blasting would begin again. If necessary, he thought that injunction proceedings would be justified in order to prevent the blasting taking place; the nuisance of the rock-crusher was in itself very disturbing to the patients, it being not more than fifty yards from the wards. Dr. Sloggett said that he had no personal feelings in the matter, but that he believed it his duty and the duty of every member of the Board of Health to give attention to it.

He strongly favored the beginning of injunction proceedings against the Department of Public Works.

Dr. Cooper said that while he agreed that the rock-crusher should be removed and the blasting prevented, he thought arrangements could be made amicably, and that there was no necessity of resorting to injunction. He advised that an urgent request be made to the Acting Superintendent of Public Works that the nuisance be abated, and in case such request was ignored more drastic measures might be used.

To this Dr. Sloggett replied that certain misrepresentations had been made and given in excuse for the delay; that members of the Department of Public Works had stated that the cost of removing the crusher would reach between \$30,000 and \$40,000, and that upon investigation it was found that the cost could not exceed \$3,000, and that tenders for \$11,000 had been refused as being too high. Dr. Cooper said that he personally was strongly in favor of moving the crusher further up the hill, or still further away from town, as the noise was most annoying even to sane persons.

Some one raised the question whether or not objection had been made by the asylum physician when the rock-crusher was being put up. A letter was read from Dr. Herbert, formerly of the asylum, in reply, saying that he had known the nature of the structure when it was being built; he had simply seen some work being done out there, and presently the rock-crusher was started up.

It was agreed that the question as to whether the noise was detrimental to the health of the asylum patients was one for medical men to determine, and that the Department of Public Works should recognize such opinion as being reliable. Upon this agreement it was decided that a committee should be appointed to confer with the Acting Superintendent of Public Works, the committee first to draw up resolutions stating the detrimental character of the nuisance, and securing the signatures to it of various medical men of the city. Dr. Sloggett appointed upon this committee E. A.

## BUSINESS MEETING OF HEALTH BOARD

A Number of Important Matters Disposed Of.

ROCK CRUSHER BONE OF CONTENTION

HEALTH SOLONS TALK OF SUING PUBLIC WORKS DEPARTMENT.

Noise Near Insane Asylum Is Objected To—Physician Refused Privilege of Treating Lepers—Palai and Other Settlement Matters.

The regular meeting of the Board of Health held yesterday afternoon was attended by President Sloggett, William Auld, E. A. Mott-Smith, Dr. Moore, Dr. Cooper, Dr. Pratt and Superintendent Reynolds of the Molokai settlement.

Mr. Reynolds recommended two systems of carrying water for the irrigation of the new taro patches at the leper settlement. It was until the next meeting, Mr. Reynolds to report on the market values of pipes of different sizes and qualities and to furnish other information specified.

The petition of one Kamaliote, asking that Kamaliote, Jr., a boy of 11 years whom he had adopted, and who had subsequently been sent to Molokai as a leper, be transferred from his present home with a native woman in the Kalaupapa settlement, to the Baldwin Home for male lepers, was read. The petition was denied.

The notice prepared for posting and publication, to advertise for sealed tenders in the matter of the palai supply for the leper settlement was approved and adopted by the Board.

In the matter of the complaints in regard to the rock crusher and blasting near the Insane Asylum Dr. Sloggett said that the Superintendent of Public Works had been repeatedly requested by the Board to take action in the matter, but that such request had been ignored. Superintendent Boyd had been told that it was the consensus of opinion of the medical men who had been consulted that the noise worked great injury among the patients, but he had still insisted on statistics to prove this. Dr. Sloggett said that as the guardians of the health of the insane prisoners in the asylum, it was the duty of the Board to see that the annoyance was stopped. He had been informed that the present supply of rock would last the crusher only a few days and that when it was exhausted the blasting would begin again. If necessary, he thought that injunction proceedings would be justified in order to prevent the blasting taking place; the nuisance of the rock-crusher was in itself very disturbing to the patients, it being not more than fifty yards from the wards. Dr. Sloggett said that he had no personal feelings in the matter, but that he believed it his duty and the duty of every member of the Board of Health to give attention to it.

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It was agreed that the question as to whether the noise was detrimental to the health of the asylum patients was one for medical men to determine, and that the Department of Public Works should recognize such opinion as being reliable. Upon this agreement it was decided that a committee should be appointed to confer with the Acting Superintendent of Public Works, the committee first to draw up resolutions stating the detrimental character of the nuisance, and securing the signatures to it of various medical men of the city. Dr. Sloggett appointed upon this committee E. A.

Mott-Smith and Dr. Cooper and Moore, the committee to report this afternoon at 7 o'clock at a special meeting of the Board to be held for the purpose of hearing and acting upon the report of the committee.

This committee held a meeting directly after the adjournment of the Board meeting, and drafted a letter to be presented to Acting-Superintendent of Public Works Wright. The letter will be delivered this morning and Mr. Wright will probably confer with the committee to be held this afternoon.

It was reported by communication from Dr. Herbert that as against 118 male and 39 female inmates of the asylum on June 30th, there were 117 male and 38 female on Sept. 30th.

Dr. Pratt read a letter that had been prepared for the various Government physicians, in which it was stated that among the Porto Rican population there was prevalent an anemia due to a parasite, "ankylostoma duodenale," the disease being easily curable by a certain remedy, which was given in the letter and physicians advised to administer it under instructions from the Board. This circular letter was approved by the Board, and Dr. Pratt was instructed to forward a copy to each Government physician.

A letter from Dr. George J. Augur was read. Dr. Augur stated that he believed that he had a formula by which leprosy might be cured, and respectfully petitioned the Board that he be allowed to test such remedy.

The Board to permit him to experiment on leper patients, said patients to be under his exclusive care.

In introducing this letter to the Board Dr. Sloggett stated that he understood that some physicians were privately experimenting and practicing upon leper patients without the Board's permission. This practice he said, was a most reprehensible one, and should be stopped. Dr. Pratt read a letter which had been prepared in answer to Dr. Augur's request. The letter was as follows:

"Dear Doctor—The treatment by private practitioners of leprosy is a source of danger to the public, as foci of infection are formed, from which disease may and probably would be spread. It is also contrary to law. Therefore your request is denied as are all other requests of similar nature which the Board of Health are in receipt of quite frequently from different parts of the world."

"If you believe you have a remedy of some value in ameliorating the condition of those afflicted with leprosy, the Board would suggest your sending through the Superintendent of the leper settlement, a sufficient quantity of the remedy to Doctor Oliver, the physician in charge of the settlement, requesting him to try the same, and report to you, and also to the Board as to the success or failure of your remedy."

The Board of Health believes that Dr. Oliver would be pleased to undertake the experiment for you, although it rests with himself as to whether he will do it or not, and also providing that the lepers themselves are not unwilling.

"The Board, moreover, makes it a rule to decline to incur any expense in testing any of the so-called leprosy cures, which are constantly being brought before it."

"Very truly yours,  
(Signed) "H. C. SLOGGETT,"  
"President Board of Health."

The form and sentiment of this letter were approved by the Board and adopted upon motion of Dr. Moore.

A vote of thanks was read from Eleanor W. Wood and Mrs. U. Thompson, expressing the gratitude of the Free Kindergarten to the Board of Health for certain kindnesses. This vote was placed on record as being somewhat unusual and therefore much appreciated.

A communication was read from Dr. Cofer, stating that seventeen cases of plague, and seventeen deaths had been reported from Hongkong. The President said that this fact called for the exercise of renewed attention on the part of the Board of Health.

Two large stagnant pools on Vineyard street below Nuuanu stream were reported. These pools are old troubles, having been complained of for many months. On motion of E. A. Mott-Smith it was decided that a letter should be written the Department of Public Works requesting that the nuisance be abated at once, as the pools have long been condemned.

A complaint by letter was made on account of the carelessness of Chinese swill gatherers in spilling refuse in the street, and in carrying the refuse in open cans, the odor being very offensive. It was suggested that the matter be referred to the Attorney General for legal light on the powers of the Board. The matter went over until the next meeting for deliberation.

Seven lots in Kewalo, reported to be below grade and improperly drained, and already condemned by the Board, were also complained of, and it was decided that the Department of Public Works be requested to give the owners of these lots notice at once to fill in the lots to grade, within thirty days.

Food Commissioner Shorey's report was read, showing that the names on the adulteration of milk list were more numerous this month than last, the amount of adulteration was smaller; that several samples of milk were examined, harmless coloring being found in some instances, otherwise the sausage was found to be wholesome except in one instance, where sausage had been found in a Chinese shop in bad state of decomposition. The Chinese was prosecuted. Twenty-eight poultry shops had been visited and examinations made; sanitary conditions being found, and no evidence of adulteration being discovered.

## SEEK AUTHORITY TO LAND PACIFIC CABLE

Mackay and One of His Partners Are in Washington.

HOPE TO GET THE CONCESSIONS

PROMISE A HEAVY REDUCTION IN CABLE RATES TO THE ORIENT.

Paris Treaty May Block Their Plans to Secure the Privilege of Landing in the Philippines—Referred to Attorney General.

WASHINGTON, Sept. 28.—John W. Mackay, president of the Postal Telegraph Company, the Commercial Cable Company and the newly organized Pacific Commercial Cable Company, has been in Washington for a few days with George D. Ward, vice-president of the cable company. Their mission was principally to make arrangements regarding the landing privileges of their cable, which it is proposed to run from San Francisco via the Hawaiian Islands and Guam to Manila.

The following statement was made by an official interested in the project on behalf of Mackay: "The project is different from anything which has been proposed, as no concessions, indemnities or subsidies are asked, the proposition being simply that if permission to land be granted the cable will be laid and maintained without any cost to the Government. The cable company agrees to give the Government business rights of way, and in case of war or other public necessity to permit the cable to be taken over by the Government. It furthermore promises to reduce the Far Eastern rates from 40 to 60 per cent below those now charged."

Mackay and others connected with the new company are hopeful that the concessions which they seek are granted, but on account of the provisions of the treaty of Paris relating to the concessions granted by Spain in the Philippines prior to American occupation of the islands, some doubt exists as to the right of the Government to grant such a privilege as is asked to a private corporation.

The attitude of the President on the proposition to connect San Francisco and Manila is well known. In his campaign speeches and since his election he has advocated this project.

Mr. Mackay and Acting Secretary Sanger of the War Department had a long conference on the subject. Colonel Sanger is known to be very close to the President. The Navy Department officials are very anxious to have a cable and the price has been no object to them, so it is improbable that any opposition will be had from that quarter. The Navy Department estimates that the cable will cost \$10,000,000.

THE CABINET DISCUSSES THE PACIFIC CABLE

WASHINGTON, Oct. 1.—There were five of the eight members of the Cabinet present at today's meeting: Attorney-General Knox, Secretaries Long, Hitchcock and Wilson and Postmaster-General Smith. The principal subject discussed was that of a cable to Hawaii, Guam and the Philippines, thence to Japan, and to lay a commercial cable from San Francisco to connect these islands, and the question under discussion was whether under our peace treaty with Spain the United States could authorize or in any way encourage the laying of such a cable by private parties.

Under a franchise obtained from Spain some time before the late war the exclusive right to cable connections with the Philippines was secured by a foreign corporation. Under the treaty of Paris the United States obligated itself to protect all property rights in the archipelago, and the question now at issue is whether permission to land the proposed cable at Manila or some other Philippine port would be a violation of the terms of the Paris treaty. The Attorney-General will prepare a statement for the President covering all the questions involved.

Seven Were Faithful. Seven members of the Chamber of Commerce responded to the call for a meeting yesterday afternoon. As ten constitutes a quorum, no business could be done and adjournment was taken to 10 a. m. tomorrow, Friday. The matter of most importance to be considered is that of repairing Castle & Cooke's money expended on quarantine wharf during the plague epidemic.

Another "Anti-Swipes." W. M. Cunningham has secured a Honolulu beer license for the former offices of the Hawaiian Electric Company in Alaska street between Merchant and Queen streets and will open there in a few days.